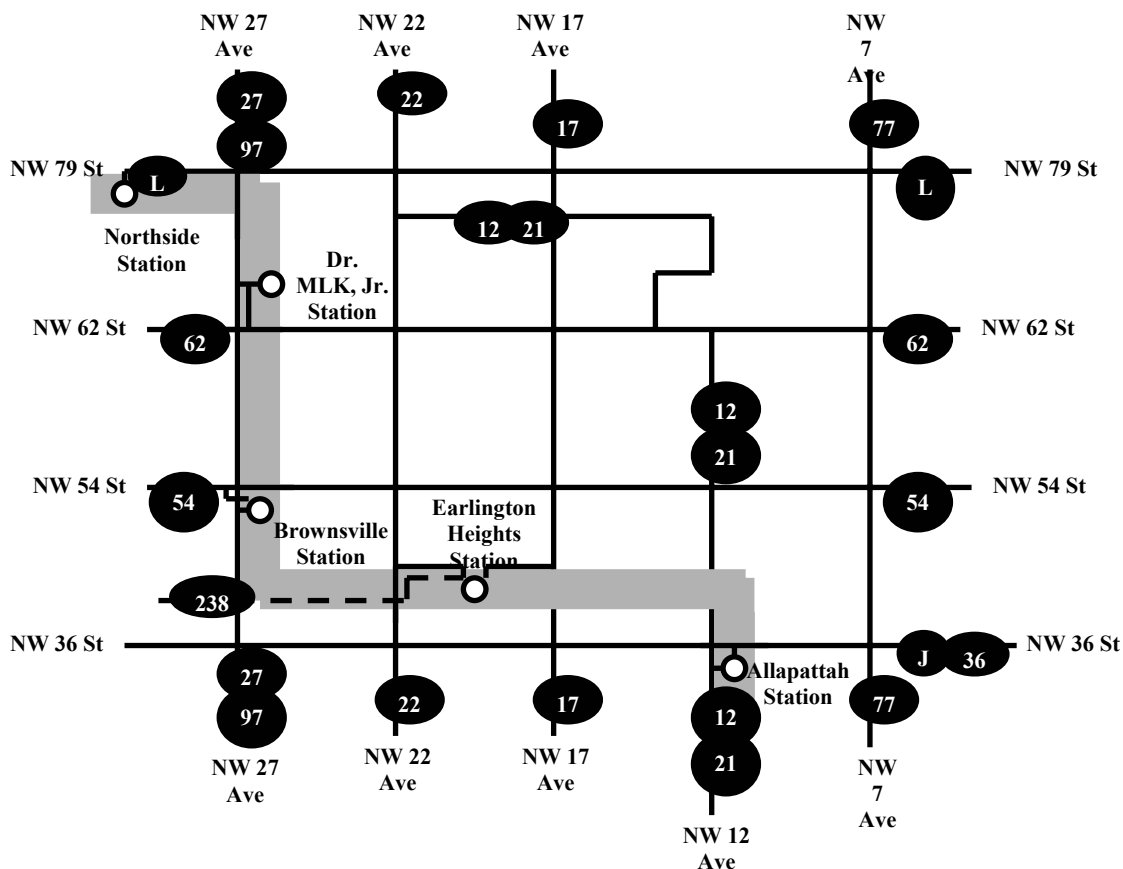


Comprehensive Bus Operational Analysis Miami-Dade Transit Bus Network

The Comprehensive Bus Operational Analysis (CBOA) is a detailed review of the Miami-Dade Transit (MDT) bus system examining each individual route as well as the entire system to improve the system's productivity and meet mobility needs. The Analysis will include the People's Transportation Plan (PTP) bus service plans and their integration with the existing bus system. The CBOA will provide recommendations to increase system efficiency, attract new riders, improve service to existing riders, and enhance service levels throughout the County.

Since the mid-1980's, The MDT bus system has evolved from a radial system to a modified grid system which is generally based on a grid route network. A grid network consists of mostly parallel bus lines crossed by perpendicular bus lines. A grid route network is reasonably consistent with the arterial street pattern of Miami-Dade County. However, the grid bus system in Miami-Dade County is modified to continue serving traditional high ridership patterns and to feed bus routes into the Metrorail system. The MDT modified grid system includes circulator routes connecting with main bus lines or Metrorail as well as premium bus services in high travel corridors such as limited stop or express routes. An illustration of the modified grid bus route system in an area of central Miami-Dade is shown below:



The modified grid bus system provides good coverage and accessibility throughout the service area. The benefits of this system are shorter travel times for the majority of trips and a system that is easier to understand by the riding public. The spacing of routes in a grid type system is usually based on population and employment density with higher densities resulting in greater ridership. Grid or modified grid systems require more transferring than radial route patterns so the integration of routes and their schedules is extremely important.

The People's Transportation Plan continues the development of the MDT system as a modified grid route network. The implementation of the PTP bus service improvements will impact other bus routes which was not necessarily apparent during the design of the PTP. The interconnectivity of bus routes in a grid system results in a ripple effect where changes in one route will impact several other routes connected to it. A PTP service improvement or adjustment can affect transfer connections and may require schedule or alignment changes to other routes for proper spacing of routes and coordinated schedules.

The CBOA will closely examine the interconnectivity of the bus system as well as connections between bus routes and Metrorail. Each proposed change in the PTP and every recommendation of the CBOA will be scrutinized to the extent possible to determine the impact on the grid bus system. Some impacts do not become obvious until schedules are prepared requiring MDT management to make decisions within approved limits to keep the implementation process timely. The result of the CBOA and subsequent implementation of an improved PTP will be an efficient and productive grid bus system that increases ridership, reliability, and meets the mobility needs of Miami-Dade County residents and visitors.

Recommendations for identified priority routes are scheduled to be provided in March 2004 and will be incorporated for the July 2004 lineup.